

## **Transportation Summit**

### **ISSUE: SAFETY**

Comments from Planning Team at 10/6/03 Meeting

#### **Coordination/Communication**

- Need to work together with State, County Road Commission and Cities if going to successfully decrease amount of traffic accidents in State of Michigan.
- Partnering with corporations and how the Office of Highway Safety Planning (OHS) has from time to time put information in rest areas to promote safety. We are reducing rest areas so we may want to partner with other corporate sponsors, i.e., fast food restaurants at interchanges. Expand the partner phase.
- Many agencies are involved in safety analysis and information and there may be an opportunity to do more coordination among these agencies.
- Glad to hear that the safety considerations can go hand in hand with context sensitive design. Don't need to go down separate paths.
- Targeted ad campaigns are being used for high risk groups successfully.

#### **Data/Statistics**

- Monitoring safety is a very data driven process.
- Need to see data collected on all crashes (KA) in roadway, whether they involve a motor vehicle or not.
- Received a breakout of who is responsible for a traffic crash, where does responsibility lie, and general statistics available (2.5% roadway, 2.5% vehicle and the rest were driver error). Anything in regards to safety to alert drivers with some other means?
- Surprised to see fatality rate of mature drivers.
- I heard how important timely and accurate data is; and that increasingly it's technologically possible to have it. Interagency cooperation plays a large part in the management of data.
- Economic impact to accidents in Michigan is almost equal to our tourism industry, around \$9.4 billion.

#### **Enforcement**

- We do a lot of collection data but didn't hear any speaker talk about making the user accountable. No enforcement for safety.

- Had success in enforcing seat belt laws and drinking laws. Society needs to set up “no tolerance” parameters for safety. This is where enforcement comes in.

### **General Information**

- Talked about the 3Es of safety and 4Es of traffic safety.
- MDOT has embraced the national goal of 1 fatality per 100 million vehicle miles traveled by 2008. Soon will adopt that as a Michigan goal.
- I heard in previous weeks about some of the efforts of auto industries to reduce off-the-road accidents. I didn’t hear anything of that today.
- I heard some, but not enough, about access management and how that affects safety.
- Need to look at a lot of “best practice” models in other states and countries that have lower fatality rates.
- Investments in safety are a measurable item with a pay back of saving lives.
- Consider developing a program and funding similar to the Traffic Improvement Association (TIA) in Oakland County for other counties in the State.
- The relationship between safety and risk management for tort issues is important.
- FHWA has now earmarked more money for safety issues; almost doubled.
- Rudy gave us the tools for life where FHWA helps identify low cost strategies that can be readily implemented.

### **Local Issues**

- We have been making progress in Michigan with traffic fatalities going down; really need to tackle the local issue.

### **Other Modes of Transportation**

- Didn’t hear about transit safety issues. Fear about crime on transit is an issue; may be more of a perception than a barrier. Need to address the perception and threat.
- Alcohol is not just a huge factor of motor crashes but also for bike and pedestrian crashes.

### **Planning**

- Heard from the national, state, and local level that the intersections are still one of the most dangerous places for traffic crashes and need to spend attention on how to correct that.

- We can't become complacent with the success we have so far. If not broke, improve it.
- Need to consider safety aspects very early in project design.
- Safety needs to be taken into consideration early in the project.

### **Worker Safety**

- Something we haven't heard much about is worker safety, as related to non traffic issues. We need to look at the concept in a broader context. People getting hit by cars are not the only safety related issue. Issues related to cranes, contractor safety, workers being run over by construction traffic or construction equipments, hazardous materials, exposure to asphalt fumes, etc. Numerous other issues not mentioned need to be addressed under safety issues.